

CITY OF SAN ANTONIO
Department of Aviation
Aircraft Fire Rescue
Interdepartmental Correspondence Sheet

TO: _____
FROM: Firefighter Gaylor J. Boukel
COPIES TO: _____
SUBJECT: _____

DATE: JAN. 23, 2000

On the afternoon of Jan. 22, 2000 I was walking on the ramp in front of the Fire station when I heard the backfire of a plane engine as it was taking off of Runway 30 L. The backfiring noise was constant and I continued to watch the plane as it started to gain altitude. As the plane reached the departure end of 30 the right propeller quit. I estimated his altitude at that time to be 2 or 3 hundred feet. I immediately started heading into the fire station to alert the captain for I felt sure we would be called out for a standby. I also noticed as I was going back in the station that it looked like the plane was losing altitude. He had started banking to the right. Once inside I alerted the captain of the situation ^{and} as we approached the communication area the tower called us for an Alert 3. The plane had crashed and we responded.

~~Gaylor J. Boukel~~

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date: _____
1. Place of accident KSAT Date 1/22/00 Hour _____
2. Type of vehicle MU2
3. Identification of vehicle _____
4. What is your name BRYAN CLARENCE BUTLER Age 41
5. Address [REDACTED] BREWSTER TX 77833
- BUSINESS EXECUTIVE & CORPORATE PILOT
6. Occupation CIT By whom employed HDL RESEARCH LAB, INC
7. Where were you at the time of the accident AVSAT RAMP IN KSAT
8. Tell in your own words what you saw or heard before and at the time the accident occurred:

My family and I had just deplaned from our Cessna 421B on the AVSAT ramp adjacent to the departure end of the runway. My attention was called to the departing MU2 when I heard what sounded like compressor stalls. I turned to look at the runway and notice the MU2 accelerating down the runway. The aircraft rotated and lifted off just prior to being in front of me. Just as the aircraft was in front of me the following sequence of events occurred: 1. A loud cracking sound followed by an immediate prop wind down into feather. 2. The gear cycled up clean. 3. The aircraft assumed a climb attitude, accelerated and climbed away in a very shallow right turn. 4. The aircraft appeared to climb to 700 to 1000 feet AGL. 5. The aircraft attempted to initiate a slight left bank and appeared to develop a slow descent. 6. The aircraft initiated a pitch up in an apparent attempt to maintain altitude. 7. The aircraft continued to pitch up, the airspeed decayed as a result of the increased angle of attack and proceeded to execute a Vmc roll-over. 8. The aircraft entered a right hand spin with more than a 360deg turn in a nose low attitude prior to impact, it appeared as if the pilot may have stopped the spin, possibly by reducing power on the good engine but had insufficient altitude to pull out of the resulting dive.

It appeared as if the pilot on realizing that he was not 5 degs banked into the good engine had attempted to initiate a roll in that direction and the resulting spoiler deployment had negated his climb. Seeing a developing sink rate he made the mistake of trying to increase pitch to maintain altitude at the expense of maintaining Vyse. When he reached Vmc, he failed to maintain control of the aircraft by lowering the nose and reducing power on the good engine in an adequate time to prevent the roll over and resulting spin.

SEE ATTACHED DIAGRAM

[REDACTED]
(Signature)

DIAGRAM OF FLIGHT PATH

FOR:

MU2

1/22/2000

KSAT

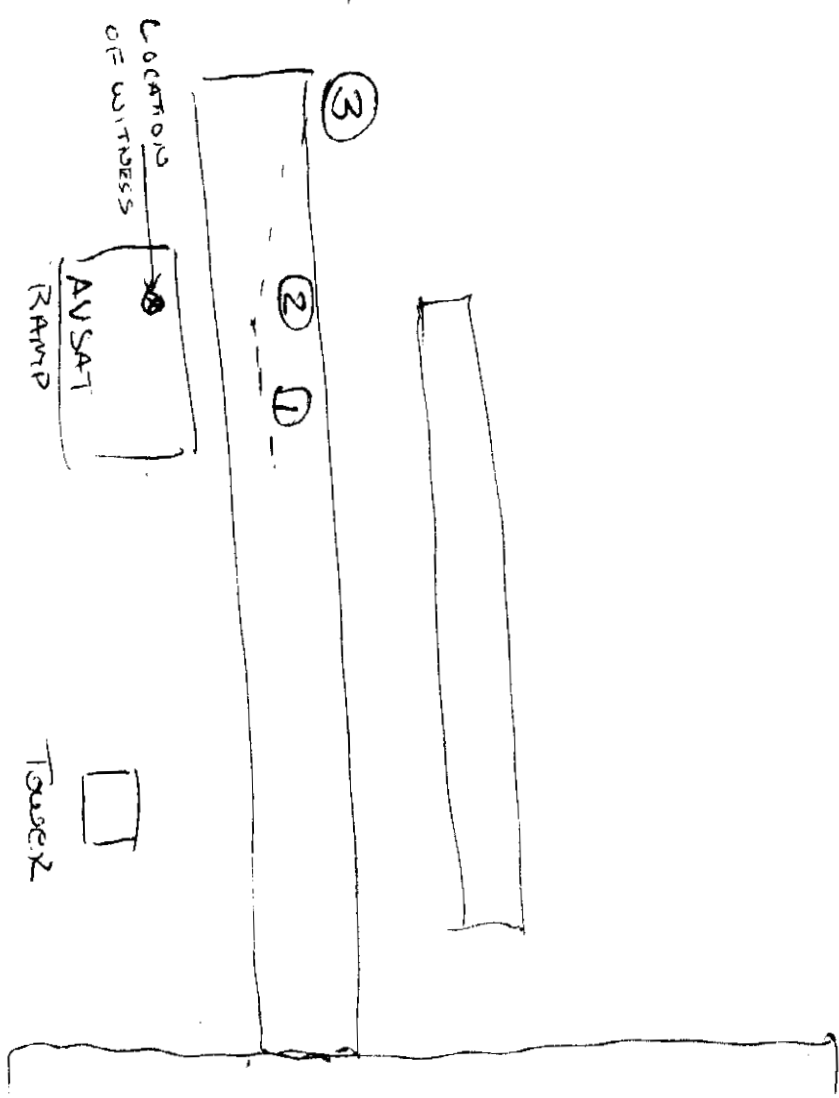
WITNESSED BY: BRYAN BUTLER

CFII EXP 7/2001

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To whom it may concern:

01-23-00

On January 22, 2000 I Maribel Sucedo saw aircraft tail # N model MU-2 crash behind small business complex over to the right side of N. 281 around 2:30 pm.

What I heard was a noise of an aircraft flying over us then I heard silence. So I glanced over towards ramp side and noticed line man Domingo Ramos standing outside looking up towards the sky, so I walked over to look out and I noticed that aircraft above us had landing gear down and Rt. engine was slowly shutting down I also saw a puff of smoke come out of Rt. engine but that was it no fire appeared.

So I walked outside to the ramp entrance and watched aircraft going higher and higher with only Lt. engine on and aircraft began to jerk Lt. then Rt. several times. There were several pilots out on ramp which included Mr. Butler who turned to his wife to get inside the lobby with their 3 children because aircraft was going to crash it appeared to me he was going to hit out on runway towards the

end but then aircraft continued to climb higher
but at the same time it kept pulling
right then the aircraft took a hard
Rt. and began to spiral down then it hit
hard and fast on nose of aircraft, exploding on
impact.

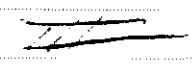
I then proceeded back inside to call
911 to report where aircraft had crashed

~~MA 123456789~~

Maribel Sancedo



AT TWO THIRTY SATURDAY AFTERNOON I SAW A R-2
TAKING OFF I SAW THE RIGHT ENGINE PROP STOP
ROTATING THE PLANE THEN ~~FOR~~ STARTED TO ROLL TO
THE RIGHT I THEN NOTICED THE RIGHT PROP TURN
LIKE ~~IT~~ IT WANTED TO START THIS STOPPED AGAIN
THE PLANE THEN WENT OVER 281 AND LOOKED LIKE
IT WAS TRYING TO TURN TO COME BACK TO AIRPORT
I THEN SAW THE NOSE OF THE PLANE TURN UP
LIKE IT WAS TRYING TO GET MORE AIR THEN
THE NOSE WENT STRAIT DOWN I THEN SAW THE PLANE
NOSE DIVE RIGHT OVER K MART AND THEN EXPLODE
INTO A BIG ~~KA~~ FIRE BALL.

~~Signature~~ 
1/23/00

Line Service Technician
Airsat FBC ramp